GEOGRAPHIC SCHOOL BULLETINS

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THE NATIONAL GEOGRAPHIC SOCIETY

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NOTE TO TEACHERS—Because of Christmas holidays, the GEOGRAPHIC SCHOOL BULLETINS will not be published for two weeks, resuming on January 4, 1943.

Helene Fischer

INDIANS PUT THE STAR ON THE FLAG OF "LONE-STAR" CHILE

Chile is the only South American nation with a single big star on its flag. The colors are red in the lower half, white in the top half, with a blue corner section bearing the white star. This design was decreed in 1817 by General Bernardo O'Higgins, Chile's George Washington, of Irish and Spanish extraction. The star is supposed to come from tribal banners of Chile's Indians, descendants of whom carry the flag in the photograph. These Araucanian Indians come from tribes that defied the Spanish and Chilean rulers until about 60 years ago. Now they are peaceful citizens of a most important South American nation (Bulletin No. 2).

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Key Dakar No Longer a Threat to the Americas

SINCE the fall of France in 1940, Dakar has been a familiar word implying a threat to the Americas. Now that the threat has been removed, as Dakar has come peacefully under the control of the United Nations, what unfamiliar setting does the familiar name designate?

First of all, Dakar is a tropical African city of 93,000 people, 90 per cent of them Moslems and Negroes. It is a landscape of low-roofed stucco houses—shining white, pink, and blue among green palm trees—spreading along high ground overlooking a blue waterfront. It has straggling suburbs of straw and mud huts. It has a splendid white stone mansion for the French governor general, a large red stucco cathedral, a central park where statues commemorate famous citizens.

Capital of a Colony More than Half the Size of U. S.

Second, this is the capital of French West Africa. From Dakar the governor general rules over a black population of nearly 15,000,000, scattered through an area about three-fifths the size of the United States.

Third, Dakar is a naval base and a seaport, with one of the safest and largest harbors on Africa's west coast. With modern docks, loading machinery, and warehouses, it is a port of call for ocean vessels needing fuel and provisions.

Finally, this great African seaport occupies the center of a spiderweb of trade routes, radiating over land and water to link hemispheres. Railroads, bus routes, and caravan tracks fan out across West Africa. Ships call there on the way to Europe, Asia, and South America. With the Mediterranean blocked by war, fortified Dakar watches over British Empire shipping to South Africa, India, and Australia. It commands the sea routes over which Europe might hope to get meat and grain from Argentina, oil from Venezuela, cotton from Brazil.

To the Americas, Dakar is the closest big port in Africa, only 1,860 miles from Natal in Brazil. In peacetime it was on the regular air route between Europe and South America. Furthermore, Dakar is less than 2,800 miles from British Guiana and only 2,600 miles from the island of St. Lucia in the West Indies, both of which have leased naval and air bases to the United States.

Home Port for a Half-Million Tons of Peanuts

The seaport-fortress stands on the west coast of Africa where the continent extends its westernmost point, the short peninsula of Cape Verde. The Atlantic hooks a sea-finger around Cape Verde to the southeast, forming the spacious bay of Gorée between the mainland and the peninsula's head. The peninsula's southward tapering point, known as Cape Manuel, is the actual site of Dakar. Thus Africa's westernmost port faces east, instead of westward across the Atlantic.

The harbor, therefore, is almost land-encircled, with Africa on the east, the Cape Verde peninsula arching around it on the west and south. Fortified Point Dakar guards the entrance to Gorée Bay, which is further protected by small Gorée Island. Though sheltered from the sea, the harbor was often swept by the strong land winds which develop over the broad grassy African pampas. Two miles of breakwaters now make the harbor safe in all weather.

Northward from Dakar a railroad extends 160 miles along the coast to St. Louis at the mouth of the Sénégal River. This was the seat of government of the colony before the capital was transferred to Dakar in 1902. Another railway con-

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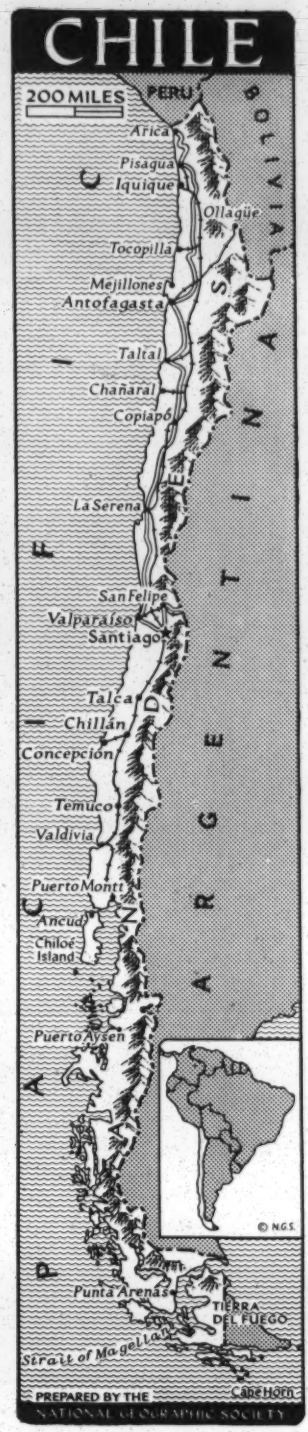

CHILE—LONGEST, THINNEST AMERICAN NATION—HAS A FULL-LENGTH MOUNTAIN BACKBONE

The long and narrow outline of Chile, extending farther north and farther south than Argentina, makes the Chilean Republic the "tallest of the American nations." Its 2,600-mile length is half again greater than that of the United States. Its width, while varying slightly, gives the country an average waistline of 110 miles.

Chile has been compared with California in its position on the continent, its length and narrowness, and its long mountain backbone. From Peru in the north to Magellan's Strait in the south, Chile is a sidewise land, its width being spilled down from the high Andes across a narrow coastal plain into the Pacific. In the south, where it tapers toward the big island appendage of Tierra del Fuego (shared with Argentina), it flattens out into windswept tablelands, which are cut into a lacelike pattern of islands and peninsulas remindful of the fjord-gashed, island-rimmed coast of Norway.

In a warring world, Chile has—after Brazil—the longest South American coast to defend—some 3,500 miles.

The Chilean people as a whole have a reputation for independence and energy. These traits have been attributed to a combination of their rigorous environment and their heredity—sturdy physique and bold traditions, resulting from the union between such belligerent, self-reliant Indians as the Araucanians and the courageous, conquering Spaniards.

Although their share of the second-highest mountain range in the world walls them off from the rest of South America, the Chileans have pushed railroads across the Andes in two places—in the central part, eastward from San Felipe to Mendoza in Argentina; in the north, from Ollagüe into Bolivia to give that landlocked neighbor the use of the Chilean port of Antofagasta.

Above the tunnel used by the railway into Argentina stands the striking monument of the Christ of the Andes, a memorial to the peaceful settlement of the boundary between the two nations that share South America's southern tip. Cast from old Argentine cannon, the 26-foot statue stands in Uspallata Pass, 12,796 feet above sea level.

Only in the fertile central regions, from Valparaiso and Santiago south to Puerto Montt, are there inland cities of more than 30,000 people, such as the capital, Santiago, with nearly a million; Talca, with 45,000; and Chillán, with about 40,000. Elsewhere in the nation the important towns of Chile are the ports: Concepción, Antofagasta, Iquique, Talcahuano, Punta Arenas.

High in the Andes east of Tocopilla is one of the largest copper mines in the world. Chile, with some 8,000 mines, is one of the world's two foremost copper producers, and is the chief source of U. S. copper imports (Bulletin No. 2).

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Ribbon-Shaped Chile, the Three-in-One Republic

(This is the third of a series of bulletins, with maps and illustrations, on the Republics of Latin America.)

CHILE is one of the most curiously shaped countries in the world. A ribbon of land edging the west coast of South America from Peru to the tip of the continent, it is about 24 times as long as it is wide (map, inside cover).

Flying the 2,600-mile length of Chile, over volcanic mountains and valleys, you can see the geographic "why" behind the country's way of life. Between the broad expanse of the Pacific and the Andes mountain wall of rock, snow, and ice, the South American nation unrolls a panorama of three lands in one. These three distinct regions are the dry north, in part of which no rain has ever been recorded; the central productive heart of the country; and the damp, cool districts of the south.

Copper, Nitrates, and Iodine Help U. S.

In the north, stretches of gray and yellow-green sand and rock indicate the famous nitrate-of-soda country, with additional resources of iodine, salt, borax, and sulphur. This region is rich in copper, iron, gold, silver, and other ores; farther south are found extensive deposits of coal. These make Chile a treasure chest of minerals.

Chile's mineral operations (many of them carried on by U. S. capital) have experienced booms and depressions, war prosperity and post-war problems. During the first World War, nitrate sold for explosives provided the chief source of national income. Later this mineral declined in importance with the development of synthetic nitrates and the loss of war markets. Today copper leads the field among Chile's mineral contributions, accounting for more than half the total value of mineral exports. About 90 per cent of Chile's output in some years reaches the U. S., as an important part of this country's imports. Chilean nitrate is still important; it is estimated that shipments to the U. S. this year will total between 800,000 and 1,200,000 tons. Used for fertilizer, it will release quantities of synthetic nitrates for making explosives.

Chile is also contributing other minerals to the "Arsenal of Democracy," notably iodine for medical use. Iron ore exports to the U. S. are expected to amount to some 2,000,000 tons, together with a record-breaking quantity of half a million tons of copper, and considerable manganese and other ores.

Garden Spot Between Extremes

The southern third of Chile, in every way the opposite of the sun-blistered northern mining areas, is one of the rainiest spots on earth. It is cold and misty, with storm-lashed rocky coasts, deep forests, and green pastures. With relatively few people and magnificent mountain-and-lake scenery, this is a frontier region where the inhabitants make their living chiefly by sheep herding (illustration, next page), and raising fur-bearing animals.

Between the two extremes lies fertile middle Chile, where rows of poplars frame the roads, and big estates roll out into vast grainfields and pasture lands. Wheat, corn, barley, beans, other vegetables, and fruits are among the leading crops. From its grapes Chile makes an excellent wine, much of it for export. Increasing numbers of factories, using hydro-electric power from swift-flowing streams,

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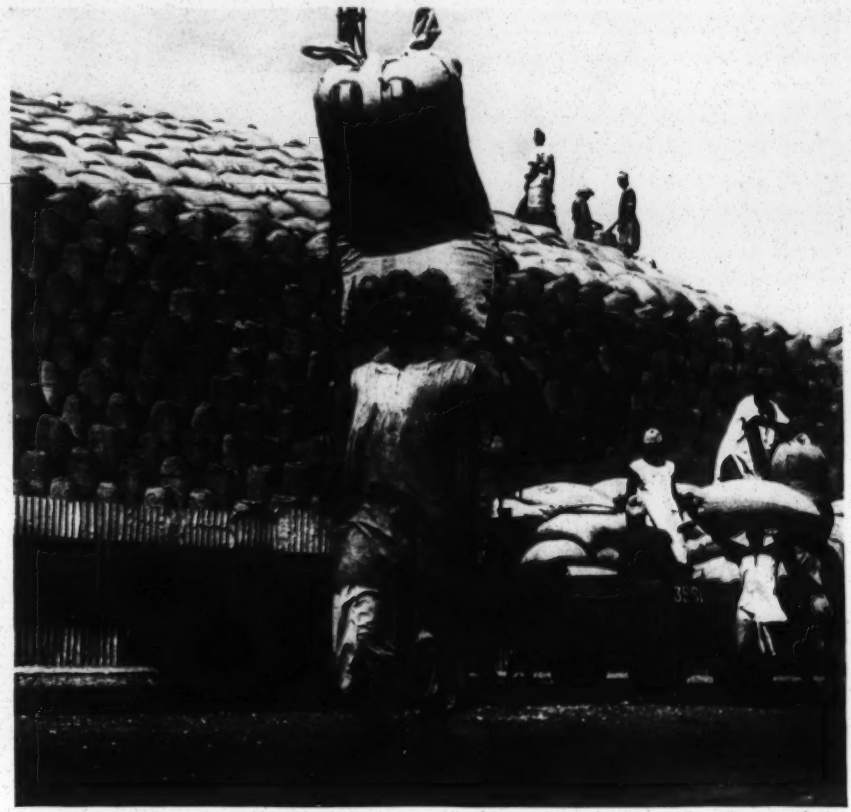
nects with the upper reaches of the Sénégal and Niger Rivers. The regions south and east of Dakar are crossed by a network of roads, but the only routes northward are far to the east, over the Sahara Desert.

Before the war, ships brought meat to Dakar from South America, although there is a considerable number of cattle, sheep, and goats in the surrounding territory. Huge yellow mounds of unshelled peanuts — called "groundnuts" in Africa—normally are lined up along the shore. For Dakar ships most of the region's peanut crop, amounting in some years to a half-million tons. The groundnut was probably brought there from Brazil by slave-traders as a cheap food.

Note: Dakar may be located on the National Geographic Society's Map of the Theater of War in Europe, Africa, and Western Asia. A price list of maps may be obtained from the Society's headquarters in Washington, D. C.

For additional information on French West Africa, see these articles in the *National Geographic Magazine:* "French West Africa in Wartime," March, 1942; and "Timbuktu and Beyond," May, 1941*. *(Issues marked by an asterisk are included in the special list of National Geographic Magazines available to teachers at 10¢ each in groups of ten.)*

Bulletin No. 1, December 14, 1942.



Pierre Verger

DAKAR, A KEY TO WAR POLICY, IS ALSO A POINT OF PEANUT DEPARTURE

As neatly piled as the bricks of a house, and much higher—50 feet or more—sacks of peanuts await shipment on the dock at Dakar, French West Africa's chief port. The native dock hand is carrying on his head a bag of peanuts nearly as large as himself, marked with the shipper's initials. Other workers are unloading huge sacks from the train which has brought them to the port from all over Sénégal, and from as far inland as Bamako, capital of the French Sudan, some 700 miles away. Millet, corn, and rice are grown in the Dakar region, but the natives' money crop is peanuts, of which about a half-million tons are raised annually.

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Christmas Comes with the Kings, South of the Border

CHRISTMAS will be different this year, everyone predicts, because of the war—a minimum of outdoor Christmas trees with electric twinkles, a minimum of glittering wrappings, an absence of favorite toys like new rubber balls or new electric trains, a thinning-out of the delicacies for Christmas dinner.

But there are Latin American neighbors who can teach the United States that these trimmings are not essential to Christmas. South of the Rio Grande, Santa Claus and Christmas trees are popular but new—recent additions to a Christmas scene already festive with song, decorations, and mysterious gift-givers.

Though Late for Christmas, the Three Kings Leave Christmas Gifts

It is only within recent years that Santa Claus has added Latin American cities to his visiting list (thanks, no doubt, to introductions from the United States). Although Christmas comes in midsummer weather in the Southern Hemisphere, he dresses as usual—swathed in red woolens and resplendent with fur.

The star role in non-religious festivities, played in the United States by Santa Claus, in many Latin American countries is assigned to the Three Kings—the Magi, or the Three Wise Men of the New Testament, who followed a star to Bethlehem to lay frankincense and myrrh before the Infant Jesus.

According to Spanish and Portuguese traditions observed in Europe, the Three Magi or Kings arrived mysteriously on January 6 to leave presents for good children. The Magi, known as Kaspar, Melchior, and Balthasar, generously adopted children in Spanish and Portuguese colonies of the New World, and still respond wherever they are invited in the republics formed from those colonies. Instead of hanging up stockings, hopeful children put their shoes outside the door or on the balcony outside the window to collect the Three Kings' presents on January 6. In nine of the Latin American republics this day, Epiphany, is a legal as well as a religious holiday—Argentina, most of Brazil, Colombia, the Dominican Republic, Guatemala, Nicaragua, Peru, Uruguay, and Venezuela.

On the day of the Three Kings in northern Chile, for example, where the land is barren and playthings are few, children receive presents of little pigs and puppies, reminders that shepherds accompanied the Magi to Bethlehem. Since there is not a sprig of greenery for Christmas decorations, pigs and puppies—as well as llamas and horses—appear decorated with ribbons.

Breaking the Piñata Brings a Christmas-Gift Shower

Santa Claus and the Three Kings have had some competition, in the role of distributors of Christmas cheer, from a Brazilian patriarch known as Vovô Indio (Grandfather Indian) and an Aztec god of the winds, Quetzalcoatl, in Mexico.

As prominent a feature of the holiday scene as North America's Christmas tree is the *nacimiento* of Latin America—the group of little figures on table or shelf representing the Holy Family, the Three Kings, the shepherds, and other features of the scene of the Nativity. It may occupy the side of a whole room, with painted scenery and streams of running water. In Guatemala the *nacimientos* contain figures in native costume, to give an Indian touch that Bethlehem never knew. The Infant Jesus is laid in the *nacimiento* manger on Christmas Eve; the Three Kings are moved closer to the toy stable as January 6 approaches.

A visitor from the United States in Guatemala would find at least one familiar

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turn out food products, leather goods, textiles (chiefly wool), chemicals, tobacco products, paper, and furniture. The dairy and lumber industries are growing, together with cattle raising.

Central Chile is the core of the nation's life. In it are located the chief cities —inland Santiago, the capital, with almost a million inhabitants, and the busy seaport, Valparaiso, with some 250,000 people. It is the home of more than four-fifths of Chile's slightly more than 5,000,000 people.

Many Chileans bear the blood of both the Spanish conquerors and the Indian natives; only about one and a half per cent are estimated to be pureblooded Indians. Chileans of European stock—including Spanish, German, French, Swiss, Italian, Irish, and British—number 30 per cent or more. This is a country where the O'Higginses and the O'Briens speak Spanish, for there are many long-established families bearing such Irish names.

Among Chile's outpost islands are two in the Pacific which have long captured people's imaginations. One is Easter Island, some 2,250 miles off the coast, where mysterious stone faces and inscribed rocks hint at a vanished race. The other is an island of the Juan Fernandez group, 500 miles from Valparaiso, which may have inspired Defoe's account of Robinson Crusoe's adventures.

Note: Chile is shown on the National Geographic Society's Map of South America.

For further information about Chile, see the following articles in the *National Geographic Magazine:* "Chile's Land of Fire and Water," July, 1941*; "Inside Cape Horn," December, 1937; and "Twin Stars of Chile," February, 1929; and the GEOGRAPHIC SCHOOL BULLETIN, "Earthquakes Are Not New in Chile," February 10, 1939.

Bulletin No. 2, December 14, 1942.

Amos Burg

SHEEPSKINS SLOWLY DRY OUTDOORS IN CHILE'S COOL "DEEP SOUTH"

Chief activity in the lonely, windswept southern third of Chile is sheep raising on big ranches, run largely by English and Scottish managers who have introduced British breeds of stock. It is estimated that there are some two million head of sheep in the regions north of Chile's southernmost city, Punta Arenas (also known as Magallanes, with 25,000 people), which is the center and leading port for the sheep industry. Made into warm clothing, sheepskins may help win the war on the icy fronts of the world; acres of them are shown on drying racks at Rio Seco (Dry River), about seven miles north of Punta Arenas.

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New Hebrides: More Islands for Yanks to Write Home About

FIVE hundred miles east of their bases in the Solomon Islands, 300 miles northeast of their station in New Caledonia, American troops have taken over another island base in the southwest Pacific, in the New Hebrides. This group lies 1,100 miles northeast of Australia, on the sea route from San Francisco by which supplies reach most of the U. S. forces fighting in the south Pacific.

The New Hebrides group consists of about 100 fertile green islands and coral atolls, forming a big V on the waters between the Fijis and Australia. Their Portuguese discoverer, De Quiros, in 1606 believed them to be the coast of Australia. Bougainville, the French explorer, 163 years later proved the New Hebrides were no continent, and several years later Captain Cook's investigations revealed them as a group whose combined area (about 5,700 square miles) was only a little larger than Connecticut. Captain Cook named them New Hebrides in 1774.

Blazing Volcanoes Are Nature's Lighthouses

Since 1887 France and Great Britain have administered the islands jointly, calling them a condominium. Each nation maintains a commissioner in the islands, who has complete authority over his own nationals. The two commissioners confer on affairs of the New Hebrides and act only when in agreement. Each government maintains its own hospital, its own prison, and circulates its own currency.

There were, before the war, about 220 Britons and 700 Frenchmen in the islands, as well as some 2,000 Tonkinese laborers brought in from Indo-China. Chinese and Japanese added about 200 more. The dark Melanesian natives, shy of white men and hard to count, are estimated to number about 40,000. Epidemics of malaria, influenza, whooping cough, measles, and other strange scourges that accompanied white conquerors are gradually reducing the native population.

Coral rock and volcanic lava built the New Hebrides. Tana is distinguished by its big volcano, "the great lighthouse of the southern isles," which still erupts brilliantly every three or four minutes. Both Ambrim and Lopevi Islands have an active volcano each. Earthquakes and hurricanes help the volcanoes bring excitement to the New Hebrides, where life otherwise is languorous and uneventful.

Oranges Are Two-Hands-Full, Pineapples Weigh 20 Pounds

The largest of the islands, with about 1,500 square miles, owes its name, Espiritu Santo (Holy Spirit), to the title with which De Quiros, in 1606, christened what he thought was a great southern continent—Tierra Australia del Espiritu Santo. It forms the left head of the group's V. With a length of not more than 64 miles, and about half that wide, Espiritu Santo humps its back up to a height of 6,195 feet. In the mountainous center once lived pigmy tribes, now virtually extinct. With abundant game, with coconut palms and breadfruit trees literally crowded among other rich vegetation, the big island supports perhaps 7,000 people, probably less.

While Malekula Island, just south of Espiritu Santo, is the second-largest of the group and the most thickly populated (9,000 people), it is of less importance than Efate, which forms the base of the islands' V. On this round green island, where barely 2,000 people live, is Vila, chief port of the New Hebrides and seat of the condominium government. Vila has two hospitals, two prisons, two mission schools and a public school, and a radio station.

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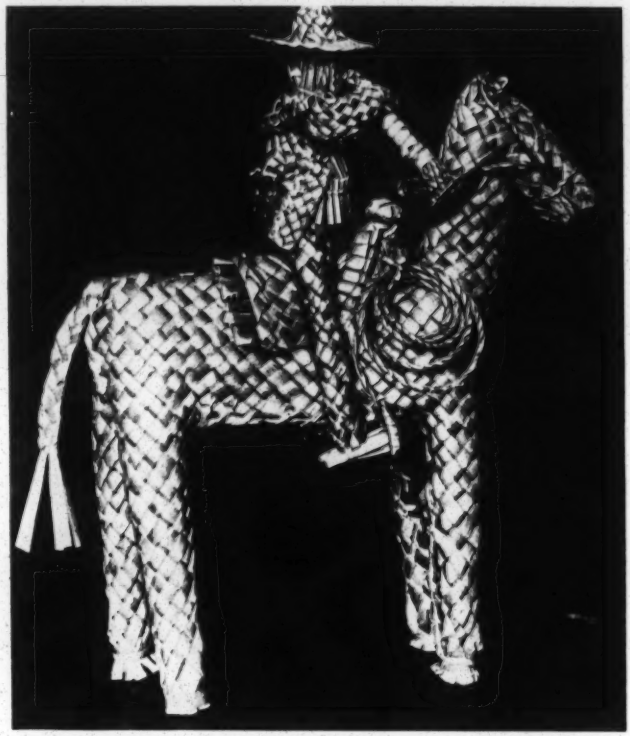
aspect of the Christmas celebration—a turkey dinner. But instead of holly he would encounter decorations of yellow gourds. It was Mexico that gave the United States a favorite Christmas flower—the flaming poinsettia, named for the U. S. Minister to Mexico who brought it home, Joel Poinsett.

The Mexican Christmas is a festive time of *posadas* and *piñatas*. The *posadas* are a series of nine parties, each evening in a different house, to which visiting friends troop in the guise of pilgrims with the Holy Family seeking shelter at an inn (*posada*). When the pilgrims knock, they are admitted to the room containing a *nacimiento* for the evening's festivities. The children, often dressed in white robes, carry candles and sing such Christmas chants as *Adeste Fideles*. Christmas gifts brought by the visitors are left beside the *nacimiento*, not to be unwrapped until January 6, the Magi's Day. Climax of each evening is the breaking of the *piñata*, a big pottery jar swung from the ceiling, which is Mexico's substitute for the Christmas tree. Blindfolded children whack at it with sticks. When one of them breaks it, it spills out a shower of fruit, nuts, candy, cloth dolls known as *titeres*, and other toys (illustration, below).

Note: For further information about foreign Christmas customs, see the GEOGRAPHIC SCHOOL BULLETINS for December 16, 1940: "Santa Claus's International Family."

Bulletin No. 3, December 14, 1942.



International News

MEXICO HAS STRAW HORSES INSTEAD OF REINDEER

The toy horse with its bugle-blowing rider would be a special prize in a *piñata*, the pottery jar which the Mexican child breaks open to obtain his Christmas goodies. Oranges, peanuts, sugar cane, limes, hard candies, wrapped chocolates, and small toys shower from the *piñata*. Playthings include thimble-size doll baskets and *titeres*, puppet-like dolls 4 to 6 inches tall, with which the children enact stories on little stages.

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Seven Battlegrounds of Tunisia

BIZERTE. In 1881 French ships moved in and occupied—without resistance—Bizerte, which was then a small native port, on the north coast. Now it has 28,000 inhabitants. Vast sums of money have since been spent developing it as a naval base. The history of Bizerte includes occupation by Phoenicians, Romans, Turks, Arabs, Spaniards, and Frenchmen. Remnants of the White Russian fleet took refuge there after the Russian Revolution. Before the collapse of France in 1940, Bizerte was an active base for the Allies.

TUNIS. Tunis, capital of Tunisia, is also its chief port, standing at the head of the Gulf of Tunis on the country's northeast corner. The glistening white buildings of the modern European section face the harbor, on flat low-lying land. Behind rise the narrow streets, the closely huddled quarters, bazaars, and mosques of the old walled native town. There in normal times merchants sold perfumes and silks over cups of black coffee, and veiled Moslem women slipped from shop to shop. Ancient, battle-scarred Tunis came into French hands in 1881 when Tunisia became a French protectorate. It now has 220,000 people.

SOUSSE. Sousse, 70 miles southeast of Tunis on the Gulf of Hammamet, was founded nearly 30 centuries ago by Phoenicians. Older than Carthage, it has been a port of military value since Hannibal used it as a base in his struggle against Rome. Caesar landed there on one of his African campaigns. Miles of catacombs for the burial of Christians indicate its importance in the early days of Christianity, when it was known as Hadrumetum. Sousse owes its modern name to a *susa*, a mothlike insect figuring in fables of the city's Arab era. Now a diminished city of 28,000 people, Sousse is a shipping point for local olive oil and for phosphates, zinc, and lead brought from the western highlands by rail. The branch line from inland joins at Sousse the line which skirts Tunisia's eastern coast.

SFAX. Tunisia's second-ranking port and second-largest city, Sfax has 45,000 people, about one-fifth as many as Tunis. About 145 miles south of the capital on the coast railroad running south to Gabès, Sfax has an airfield and a basin suitable for seaplanes. The European section spreads along the waterfront on land reclaimed from the sea. On a hill behind is the ancient walled city. In normal times important exports were phosphates for fertilizer, sponges, octopuses and other seafood, and olive oil. Although the name Sfax is from the Arabic *fakous*, meaning cucumber, the olive is the city's symbol today. The coastal plain known as the Sahel, between Sfax and Sousse—75 miles north—is one of the richest olive-bearing regions of the Mediterranean. The unbroken green of olive trees surrounds the port for 50 or 60 miles. While irrigation is practiced to water the trees in the Sousse region of the Sahel to the north, around Sfax the trees are assured of moisture by being widely spaced, up to 75 feet apart in orderly rows.

GAFSA. Gafsa, an oasis town of fewer than 10,000 people in the dry highlands of western Tunisia, is a center for phosphate mining. A railway carries the phosphates to the port of Sfax, some 130 miles northeast on the Mediterranean. Gafsa has long been a crossroads where caravans from the coast meet those coming north from the Sahara through the Seldja Gorges, gateway that Hercules is supposed to have cut through the mountains with one slash of his sword. A bus line now connects Gafsa with Tebessa, to the northwest in Algeria. Mountain springs nourish the oasis of Gafsa and irrigate groves of palm, fig, pomegranate, orange,

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Maewo, Oba, Pentecost, Ambrim, and Epi are the larger islands forming the right branch of the New Hebrides V formation. Eromanga and Tana lie southeast.

The New Hebrides summer, of true tropical ferocity, begins in November, growing hotter and wetter until April. The rest of the year is drier and somewhat cooler. Efate, near the center of the group, has a "winter cold" minimum of about 60 degrees Fahrenheit, a summer high somewhat above 90. The northern islands, nearer the Equator, receive more heat as well as more rain.

The chief value of the islands to the rest of the world is their output of copra (dried coconut meat). Lather from New Hebrides coconut oil is whipped up around the world. From plantations on Espiritu Santo and its neighboring islands shiploads of dried coconut meat are sent to Australia for reshipment to soapmakers in other lands, between 11,000 and 12,000 tons a year. Coffee, cocoa, vanilla, and tropical fruits also are produced in abundance. Oranges grow so big that two hands scarcely span them. Pineapples weighing 20 pounds are common. So lush is the vegetation that 2,000 acres will feed 5,000 sheep.

Sandalwood, the fragrant timber for which traders looted the islands freely a century ago, is still an export of some importance.

For years the New Hebrides were preyed upon by kidnapping labor pirates, the so-called "blackbirders." The natives are none too fond of the white man's ways. Except for the missions, their chief gifts from civilization have been disease and long clumsy muskets.

Note: The New Hebrides are shown on the National Geographic Society's Map of the Theater of War in the Pacific.

Bulletin No. 4, December 14, 1942.

Harry Pidgeon

WOODEN IDOLS WEAR PIG JAWBONES FOR NEW HEBRIDES WORSHIPPERS

Pigs in the New Hebrides are treasured as gold and silver. The promise to pay a pig (when it grows up) may serve as a ransom, stop a blood feud, settle a quarrel, or buy off an enemy. A native counts his wealth in money (pounds or francs), the pigs he owns, and the pig-I.O.U.'s he holds. To win the protection of the tribal spirits, represented by these wooden images, a pig is killed and ceremonially eaten. Then the image is adorned with the jawbones of the sacrificed pig. These images stand on the small island of Atchin, off Malekula. The natives converted to Christianity refuse to go near such a place.

and lemon trees. Early Moslem invaders built the towered Kasbah, the spacious domed mosque surrounded by a courtyard of many columns.

GABÈS. Gabès, port town of 20,000 people, stands at the right angle where the Tunisian coast turns eastward to meet the coast of Libia. It lies midway on the 450-mile shore road from Bizerte and Tunis to Tripoli, and is eastern terminus of the Morocco-Algeria-Tunisia railroad network. Gabès is the only North Africa oasis cluster lying directly on the Mediterranean coast. This "Garden of Eden" created by the waters of these oases is covered with palm trees, vineyards, olive and citrus groves, and the dates which are Gabès' principal export. Normally Gabès is a tourist town popular for its natural beauty, and as a base for visits to the strange underground villages of the troglodytes at Matmata. A chain of *chotts* beginning northwest of the town forms a natural highway westward across French North Africa. From December to April each year, these *chotts* are shallow desert lakes. During the remainder of the year, their borders dry out into hard-surfaced salt flats, like those of Utah on which automobile speed records have been broken.

DJERBA. The Odyssey's fabled Land of the Lotus Eaters has often been identified as the flat, fertile island of Djerba, at the south end of the Gulf of Gabès (illustration, below). About 16 miles square, Djerba is the largest island to be found along the 2,600-mile sweep of Africa's Mediterranean coast. Industries are fruit growing and sponge fishing. Olive oil and dates are important exports. Part of the French protectorate of Tunisia, Djerba is reached by ferry from Gabès and Zarzis on the mainland. The island's white buildings, flaming flowers, gaily colored sailboats, and the colorful costumes of the people, suggesting perpetual pageantry, have long attracted tourists.

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PEACEFUL HOMES OF MOSLEM "QUAKERS" STAND IN THE PATH OF WAR

Slender date palms wave their feather-duster heads over this group of whitewashed, domed buildings, peaceful home of a Tunisian farmer on the island of Djerba. His camel, useful for both freight and passenger transportation to the island's market towns, Houmt Souk and Ajim, stands patiently in the blazing tropical sun, ready to be loaded with dates, or olives, or farmers. Legend says that Ulysses' sailors, sent ashore for water, ate of the lotus, became enchanted, and forgot to go home. Djerba's peaceful 80,000 Berbers have been called the "Quakers of Islam."